

THIRTY DOLLARS  
PER ANNUM.

## Intimations

Hongkong, 12th September, 1968. (1978)



## Intimations.

## W. BOFFEY &amp; Co.

TAILORS,

2, D'AGUILAR STREET.

Have an entirely NEW STOCK of WOOLLEN to suit the Present and Coming Season.

Consisting of—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st September, 1896.

## Intimations.

## NOTICE.

I HAVE this Day commenced Business as a GENERAL COMMISSION AGENT. W. SHEWAN. Hongkong, 20th July, 1896. [1449]

## A. S. WATSON &amp; CO. LIMITED.

ESTABLISHED A.D. 1841.

## WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintage. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest Price, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

## A. S. WATSON &amp; CO., LD. THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896.

MARRIAGE. At St. George's Church, Penang, on the 7th inst., by the Rev. L. C. Biggs, Colonial Chaplain, JAMES VALENTINE BOOTS, Talping, Perak, to JEAN HAY, second daughter of the late David Boyle, Esq., of Walton, Liverpool.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 23, 1896.

## HER MAJESTY'S REIGN.

Her Most Gracious Majesty the Queen-Empress is able to say to-day that she has exceeded in the length of her reign all her predecessors on the English throne. We most heartily congratulate Her Majesty on this auspicious occasion and hope and pray that Her Majesty may continue for many years to come to reign over a united and prosperous Empire, a happy and contented people. Great Britain was never more emphatically one of the Great Powers of the world than to-day. She embraces greater extent of territory than the Roman Empire ever covered at the time of its greatest expansion. She rules over a more numerous and more varied population than was ever before assembled under one flag. Her trade and commerce exceeds that of all other nations combined. Her wealth is phenomenal. Her naval and military power is equal to any effort. Her own children, the natives of the United Kingdom, unlike the degenerate Romans of the later Empire, are as numerous, as healthy, as vigorous, as enterprising, as ready to do and to dare all things as at any epoch in her history. With many recent writers we are inclined to believe that England has a great mission entrusted to her and that she is to-day as fully equal to the performance of that great trust as at any period of her history. May we all be loyal to her in word and in deed whether her future is to be as her past, or whether, as some seem to think, a period of struggle and contest is before her in which she will have to battle single-handed against a world in arms to destroy her.

## THE JAPANESE IN FORMOSA.

It is curious to what a degree of blindness partisanship may lead its victims. The *Daily Press* has in all things shown itself, as regards Formosa at least, blithely hostile to Japan. It won't even listen to or regard the communications of its own special correspondent. Yesterday it published a letter from Professor Burton which surely ought to have opened its eyes. He, speaking apparently with knowledge, denies that there were or could well have been any European eye-witnesses to the alleged atrocities by the Japanese soldiers in Mid Formosa. We have always pointed out that until there was the *bona fide* evidence of eye-witnesses, foreigners who saw not merely the results in dead bodies and plundered homes, but the perpetrators and the perpetration, we could not believe in a hundredth part of what was asserted on purely Chinese authority, the Chinese being the other parties to the quarrel. As between Chinese and Japanese, there is nothing to choose—each will accuse the other of having done all the mischief.

In a short leading article in the *Daily Press* this morning the Editor discusses, from further consideration, the entire question. He says—"Now that it is admitted that there was provocation for the rebellion and that the Japanese soldiery failed to discriminate between the peaceful and the hostile, it hardly seems worth while to argue as to whether there may or may not have been some exaggeration in the reports received. Substantially the charge has been proved." How proved? Where admitted? The Japanese officials deny that the rebellion was provoked. Mr. DAVINSON, our contemporary's own special correspondent, to whom the public are so much indebted for his valuable letters, denies it also. He explicitly attributes the rebellion to the very natural belief of the Chinese in districts where Japanese power had not yet been felt that they could, by a daring effort, get rid of the small Japanese force they could see. Professor Burton denies it. The witnesses, on the other hand, don't give their names, and will not in their narratives distinguish between what they saw with their eyes, what was told them, and what they guessed at. But the *Daily Press* says there is now a clear admission by the Japanese that they did provoke the rebellion. Let us see what it is. It is a paragraph from a Japanese paper to the effect that "the principal Japanese officer at Unrin, in the heart of the disturbed district, has been cashiered for indiscriminate severity to peaceful as well as to hostile Formosans, causing those who would be well disposed to join the rebels." The italics are ours. The charge against the man is clearly that, in suppressing a rebellion actually in progress he proceeded with such indiscriminate zeal that he drove otherwise well disposed Chinese to join the rebels. It was a grave fault and deserved punishment; but if every Japanese official in the district had been guilty of it, it is something totally different from the charge now persistently made against the Japanese soldiers and officials that, when there was no rebellion, or threat of rebellion, they so ill-treated and abused the peaceful Chinese as to drive them into rebellion, and that this was done on purpose. Need we say more? When the *Daily Press*, usually so logical and so fair minded, so misreads a simple paragraph, may we well say at the end of the beginning to what a degree of blindness partisanship may and does lead its victims.

## NOTES AND COMMENTS.

There is the usual Sanitary Board muddle in connection with the licensing of night-soil coolies. The bye-laws on the subject were made and passed a couple of years ago. The selection and purchase of a proper form of bucket and the fear of a strike on the part of the coolies have put off until now any attempt on the part of the Board to enforce them, and now there is a strike. Anticipating as they have done this strike, it was silly on the part of the Board to attempt to enforce the law now, while the great heat of summer is still on us and the inconveniences attending any hitch in the removal of night-soil are at their height. The Board might have waited till midwinter, when a day or two's delay would not have been so very serious. Furthermore, the Board might have waited until new conservancy contracts were entered into in which they might have bound the conservancy contractor himself to undertake the house-to-house work by his own men, if the outside coolies struck against the new rules. If this had been done the coolies must either have at once submitted or have lost their employment for ever. There is something further to be said, and that is, that the licensing idea is hopelessly foolish and unjust. It serves no practical end or purpose whatever. What is wanted is closer supervision of the work done and a little more active superintendence of Inspectors and subordinates by the Superintendent or his deputy Dr. CLARK. All the Board wanted was to compel the coolies to use a properly constructed and properly covered-in bucket. That could equally well have been effected by the steady quiet pressure of "prosecution" before the Police Magistrate of every coolie who was not provided with an approved pattern vessel. We don't mean intermittent prosecution, furious crusades at intervals of one or two years against offenders, but even-handed and regular enforcement of the law day after day. The Sanitary Board may safely present the coolies with the new pattern bucket in the first instance and require them to keep it to ever after, but it would have been better to have sold it at cost price. The coolies are always suspicious of the official giver of gifts. Perhaps the coolies are being registered and licensed to prevent the theft of the buckets. That won't help, unless every licensed coolie is

photographed and secured by some shop. The whole thing is absurd, except that portion of the new rules which requires the use of the new pattern bucket; and of what use will that be twelve months hence without that vigilant supervision that the Sanitary Board won't give.

We were imperfectly informed when we wrote the other day about the proposed celebration of the centenary of the discovery of the sea route to India by VASCO DA GAMA. The Portuguese Government have issued a colossal programme for the celebration of the Fete in Portugal and have issued an invitation to all their colonies and to all their nationals in all countries to do honour to the day, in their respective localities, by all the means in their power. Mr. A. G. ROMANO, as Consul-General of Portugal in Hongkong and as President of the Club Lusitano, the only building in the colony where such an occasion could be duly celebrated, published a circular inviting the entire Portuguese community to meet him and the Directors of the Club on Sunday, the 20th, to appoint a Committee which should be representative of all classes and conditions of Portuguese residents and which should have in charge to elaborate a scheme. This circular we did not see at its first issue. The circular we saw was issued by the management of a Portuguese Club, the "Club do Recreio" (The Recreation Club) and called a meeting for the 19th instant. We have had no report of what was said or done at that meeting, but at the meeting at the Club Lusitano on the 20th there was an "unfortunate difference of opinion" amongst those present, which led to the adjournment of the meeting, and which will probably lead to the abandonment of the idea of joint action on the part of all interested. The Club Lusitano will now take the management of the affair into its own hands, and organise a demonstration in honour of VASCO DA GAMA for next July in co-operation and in communication with the central Committee in Lisbon. The Club Lusitano was most successful in organising and carrying out some years ago a commemoration of the great poet CAMOENS. If other Portuguese clubs or associations of Portuguese in Hongkong think fit to make special arrangements they are of course quite free to do so. It seems a pity that there cannot be a perfect union of hearts and hands on such an important national festival as this, but the young generation is not content to follow in the ways or adopt the ideas of its seniors. It wants to carry out its own ideas and relegate its natural leaders to the tail instead of the head of the procession.

## TELEGRAMS.

## REUTERS' MESSAGES.

**MORE MASSACRES IN ARMENIA.**  
KORDA have attacked and pillaged the Armenian quarter in Erzurum, in the Vilayet of Khavert. Six hundred Armenians were killed.

**THE NILE EXPEDITION.**  
The gombois have returned from Dongola, where only women and old men were left. Sirder Sir H. H. Kitchener has offered to pardon Babars, the Mahdist leader, and his followers, if they will surrender. The whole expedition had advanced to Dongola.

**(From Bangkok Times.)**  
**THE EASTERN CRISIS.**  
Siam is still in a condition of nervous unrest. Trade is paralyzed, and the Treasury is empty. The *Standard* plainly recommends that the Sultan should be deposed.

**(From L'Avenir du Tonkin.)**  
**A DISASTROUS CYCLONE.**  
A terrific cyclone swept over Paris yesterday causing a great deal of injury to life and property; 150 persons were injured—36 seriously, and 4 were killed.

## LOCAL AND GENERAL.

H.M.S. *Rattler* will leave for Macao on Friday.

A MEETING of the Sanitary Board has been convened for 4.15 to-morrow.

H.M.S. *Pigmy* is under orders to proceed to Manila to be in readiness for anything that may turn up there.

Ten annual general meeting of the Hongkong Hockey Club will be held in the Cricket Pavilion to-morrow at 5 p.m.

As will be seen by an advertisement in this issue, the Government of British North Borneo invites tenders for certain Revenue Farms in Labuan, North Borneo.

Ten Belgian iron screw steamer *Amoy*, now lying in Hongkong harbor, is for sale. For particulars inquiries should be made of Messrs. Laue, Wegener & Co.

Our Sandakan contemporary announces in its issue of the 16th instant that Mr. E. Robinson, Barrister-at-Law of Hongkong, has been admitted to practice in British North Borneo and Labuan.

The *Shanghai Mercury* says the Chinese Consul-General at Singapore, Mr. Fok-iki, who was sent for by H.E. Wang Wen-shao on railway matters, has arrived at Shanghai. He proceeds to Tientsin to report to the Viceroy of Chihli.

## MEMORANDA.

**TO-MORROW, 24th September.**  
11 a.m.—English Mail closes.  
Noon.—*Kotori-Hind* sails for London.  
4.15 p.m.—Meeting of the Sanitary Board.  
5 p.m.—Meeting of the Hongkong Hockey Club at the Cricket Pavilion.

**FRIDAY, 25th September.**  
4.45 p.m.—Meeting of the Hongkong Cricket Club at the Pavilion.

**SATURDAY, 26th September.**  
Noon.—Meeting of shareholders of the China Traders' Insurance Co., Ltd., at the Head Office.

Noon.—Meeting of shareholders of the Douglas Steamship Co., Ltd., at the Company's office, No. 17, Praya Central.  
5 p.m.—Meeting of Zealand Lodge.

We hear from Sandakan that Mr. S. Korchi has obtained a renewal of his oil concession at Siquiao, North Borneo, and will shortly start boring operations in the hope of bringing to the surface what some Celestials rather aptly term "fire water."

We notice that the doorway of the Hongkong Hotel is completely blocked with chairs directly a party of visitors make their appearance going in or out. Surely this substance might be easily stopped if any supervision, however slight, was exercised by the Inspectors of Police over the men on duty.

In the weather forecast issued by the Observatory officials to-day it is solemnly stated that it is possible (the word "used" by the officials is *possibly*) some showers will fall here before noon to-morrow. We agree, for of course it is *possible* and of that there cannot be any possible shadow of doubt whatever!

Queen's Road West appears to be going from bad to worse. It now looks as if the P. W. D. were searching for gold in that quarter. The many opened drains are anything but pleasant and the soil around each opening appears to be saturated with filth of every description, and no attempt is being made to remove it and substitute clean soil.

We read in the *North Borneo Herald* that Mr. E. P. Gault, Sessions Judge, proceeded to Darvel Bay by the *Sabah* on the 1st instant to try a man accused of the murder of Mr. Jackson, an assistant on the Lahat Estate. The evidence was clear, and the prisoner confessed to being an accessory to the murder. The murderer was sentenced to death.

The inhabitants of Praya East complain of a Chinaman who rides a bicycle in that vicinity after dark with no light or bell. Perhaps some enterprising member of our Police Force will take the hint and earn the enviable gratitude of the residents in this thickly inhabited quarter by introducing this gentleman to Captain Hastings at one of his popular *leaves* at no very distant date.

Our Sandakan correspondent reports that highly satisfactory news respecting the tobacco crops in British North Borneo have been forwarded to London. An experimental crop grown on the banks of a river running through the London Borneo Co.'s property has turned out a phenomenal success, not less than 18 piculs per acre having been gathered in. In far-flung Dell ten piculs to the field is considered good "Mr." but this venture of the London Borneo Company is a record in tobacco growing that will be very hard to beat.

The Oregon Railway and Navigation Company's steamship *Altamora*, which reached Portland on Wednesday from the Orient, ten laden, says the *Victoria, B.C., Colonist* of August 21st, made a fast trip across the Pacific, the voyage taking only fourteen days. Before coming to Victoria the *Altamora* goes to Comox for coal and sails from there on August 30th. The trade with Japan is very active at present, for there is far more freight offering than can be handled. Mr. F. C. Davidge, the Victoria agent of the O.R. & N. line, has had to refuse at least 1,500 tons for want of space on the *Altamora*. Her outward cargo will consist mostly of flour.

The following remarks of the *North Borneo Herald* will be endorsed by all who know the genial skippers mentioned—"We have great pleasure in welcoming Captain Mogridge as the new Captain of the *Memnon*. As Chief Officer of the ship, he was one of our most popular visitors, his obliging disposition making him a universal favourite, and he had contributed in no small way to popularising the *Memnon* run between this port and Hongkong. The community generally with Captain Mogridge as prospective an engagement as his predecessor, Captain B. Branch, who is one of our favourite Captains, but has now deserted the *Memnon* for the *Durand*."

This afternoon Lai Mui, who murdered a Chinese detective in Hongkong a few weeks ago under circumstances fully reported in these columns, at the time, was deputed at Kowloon City in the presence of large number of spectators, including about a hundred Europeans. The murderer was brought in a junk from Nam Tso to-day, arriving at Kowloon City about 3.30, but it was not until 4.40 that his head was severed from his body. Before being taken to the execution ground he was handed a pot of gamah and some half-baked cakes, which he swallowed rather reluctantly. He was chained hand and foot (and was kept in a cage until he arrived in the presence of the executioner, who did his work very smartly, much to the disgust of some of the spectators, who looked forward to witnessing all sorts of brutality practised on the doomed ruffian).

TO-DAY, the 23rd September, marks the completion of the "second reign" in English history. Her Most Gracious Majesty is at Belmont entertaining the Tsar and Tsaritcha, and as many of her *Nobles* are at this season of the year in the country, at the seaside, or abroad, it is improbable that the event will be celebrated on an imposing scale. In any case, however, the sixtieth anniversary of Queen Victoria's reign will be celebrated next year with great pomp and splendour. Suggestions have been floating in to the leading home papers in every shape and form for marking the celebration in a special way. Here are some of them:—

A Commemorative Bible.  
A sixty-year history of the reign.  
A national portrait of the Queen by a first-rate artist.  
Gilding the dome of St. Paul's.  
The establishment of Imperial Penny Postage.  
The Queen's title to the "Empress of Britain."  
The beginning of channel tunnels between Ireland and England and Ireland and Scotland.  
The appointment of a Federal Council of the Empire.  
A children's bronze medal.  
A special college.  
A new annual bank holiday.  
An Imperial jubilee fund.  
"Something" for the Volunteers.

## To-day's Advertisements.

## THE YOKOHAMA SPECIE BANK, LIMITED.

(Incorporated in Japan under the authority of an Imperial Ordinance No. 29 dated the 6th day of the 7th Month of the 30th Year of Meiji.)

SUBSCRIBED CAPITAL.....Yen 12,000,000  
PAID-UP CAPITAL....." 5,350,000  
RESERVE FUND....." 5,010,000

Head Office: YOKOHAMA, JAPAN.

Branches and Agencies:—  
KOBE, LONDON, NEW YORK, LYONS,  
SAN FRANCISCO, HONOLULU,  
BOMBAY, SHANGHAI

London Branch: 120, BISHOPSGATE STREET, WITHIN.

London Bankers: THE UNION BANK OF LONDON, LTD., THE LONDON JOINT STOCK BANK, LTD., THE PARIT BANKING CO. and the ALLIANCE BANK, LTD.

Shanghai Agency: No. 21, THE BUND.

Hongkong Agency: No. 6, PRAYA CENTRAL and ICE HOUSE STREET.

DRAFTS granted on all the Principal Places in JAPAN and CHINA, and on the Principal Commercial Centres in EUROPE, INDIA and AMERICA, and every description of Exchange Business Transacted.

NAO NABEKRA, Agent.

Hongkong, 22nd September, 1896.

## NOTICE.

UNDER the Authority of the Directors and with the Sanction of the Japanese Minister of State for Finance, I have this Day OPENED an AGENCY of the above BANK at No. 6, PRAYA CENTRAL and ICE HOUSE STREET, Victoria, Hongkong.

NAO NABEKRA, Agent.

Hongkong, 22nd September, 1896. [1481]

## GOVERNMENT OF BRITISH NORTH BORNEO.

## GOVERNMENT OF LABUAN.

TENDERS will be received by the SECRETARY to the GOVERNOR, Sandakan, on or before 30th November next for the following REVENUE FARMS for 1897:—

OPIUM FARM.  
SPIRIT LICENSE FARM.  
PAWNBROKING FARM.  
CUSTOMS FARM FOR NORTH BORNEO ONLY.  
GAMBLING RESTRICTION FARM FOR NORTH BORNEO ONLY.

For Particulars apply to Messrs. BIRLEY DALRYMPLE &amp; Co., Agents.

Hongkong, 23rd September, 1896. [1488]



**A WOMAN IN THE CASE.**  
You've heard that before—of course you have. Very often you hear of a woman being at the bottom of it. Of what? Why, a case of RABBIT RISKER to be sure—there is none better. It's a healthy drink for Ladies and Gentlemen.

F. BISHOP, Acting Manager.

Hongkong Branch: SEATTLE BREWING AND MALTING CO., ICE HOUSE LANE.

Hongkong, 23rd September, 1896. [1489]

## ZETLAND LODGE.

No. 225, E.C.

A N EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on SATURDAY, the 26th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd September, 1896. [1489]

## PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the MORTGAGEE to Sell

## PUBLIC AUCTION.

Commencing from

MONDAY, the 5th day of October, 1896,

at 2.30 o'clock in the Afternoon at the Premises.

## THE FOLLOWING LEASEHOLD PROPERTIES,

Namely:—

INLAND LOTS Nos. 634 and 680 with the HOUSES thereon, Nos. 74 to 94 SECOND STREET; Nos. 91 to 111 THIRD STREET; and Nos. 1 to 22 SHUNG FONG LANE.

Each House will be sold as a separate Lot.

All the above Premises are held from the Crown for the respective terms of 999 Years granted by the Crown Letters of the 19th, and are to be sold subject to the existing tenancies thereof and to the payment of a proportionate part of the Crown Rents reserved and to the Covenants contained in the said Crown Leases.

Further Particulars may be had on application to the Underland, at whose Office a Sale Plan may be seen.

C. EWENS, Solicitor for the Mortgagee.

Hongkong, 23rd September, 1896. [1491]

## To-day's Advertisements.

## THE ANNUAL GENERAL MEETING of the HONGKONG HOCKEY CLUB will be held in the CRICKET PAVILION TO-MORROW, at 5 P.M.

Hongkong, 23rd September, 1896. [1490]

## "SHIRE" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S. S. "RADLEY," FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underland on or before the 30th instant or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 5 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL &amp; Co., Agents.

Hongkong, 23rd September, 1896. [1455]

## "SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"RADLEY," Captain Tallack, will be despatched as above on SATURDAY, the 26th instant, at 10 A.M., instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL &amp; Co., Agents.

Hongkong, 23rd September, 1896. [1455]

## OCEAN STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"IXION," Captain Nish, will be despatched as above on MONDAY, the 28th instant.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 23rd September, 1896. [1489]

## OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON," Captain Mogridge, will be despatched as above on TUESDAY, the 29th instant, at 5 P.M.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 23rd September, 1896. [1492]

## "RICKMERS" LINE OF STEAMERS.

FOR MARSEILLES, HAMBURG AND BREMEN.

THE Company's Steamship

"ELISABETH RICKMERS," Captain Andersen, will be despatched as above on TUESDAY, the 6th October.

For Freight, apply to ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, 23rd September, 1896. [1486]

## "SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"TELENA," Captain Scott, will be despatched as above on THURSDAY, the 8th October.

For Freight, apply to ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, 23rd September, 1896. [1487]

## DAKIN, CRICKSHANK &amp; COMPANY, LIMITED.

VICTORIA DISPENSARY, HONGKONG.

## AERATED WATERS.

## SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &amp;c.

DAKIN, CRICKSHANK &amp; Co.'s WATERS are made under the constant supervision of a fully qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MENAGERIES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 23rd September, 1896. [1497]



## SWATOW NOTES.

(From our own Correspondent.)

SWATOW, September 22nd.

Since I last sent you some notes here has been singularly uneventful. Even the weather has been so settled as to give me no opportunity for comments, and although there is yet time for a typhoon to visit us and bring destruction in its train, it seems very probable we shall pass through this dangerous season without any atmospheric disturbance. The only thing worthy of notice is the comparatively cool weather we had during the first fortnight of this month. We hear that you have had oceans of very welcome rain, filling your reservoirs to overflowing. You evidently must have had our share of Jupiter Pluvius's favours, for only a very few showers have fallen here lately, although we generally look for wet, unsettled weather this month.

There was another Customs' holiday yesterday, the Mid-Autumn Festival, and work has not yet properly resumed. The Chinese enter thoroughly into the spirit of these holidays, and little or no business is transacted. Advantage was taken of it by the foreigners to have another sailing race, which was won by Mr. Haeleop's *Ada* on her time allowance of 27 minutes, *Lung Wan* (Mr. Inocent) and *Teaser* (Mr. Jones) being respectively second and third. The *Teaser* (Tahiti), which should have had third place, was disqualified for a foul. The *Lung Wan* was the first boat that covered the course, the *Felling* (Mr. Sjöström) and *Poussie* (the Commissioner's gig, sailed by Mr. Castro) having a grand race for second place. The wind, contrary to expectation, was light and puffy, and the large boats were too heavily handicapped in consequence. The Doctor's *Douglas* unfortunately had a mishap early in the race, being rendered *hors de combat* owing to her mainmast going by the board. If this accident had not happened, I fancy the result of the race would have been very different.

The Maas season is rapidly coming to an end, and the Islands are now almost deserted. The Commissioner returned to his "Towai Residence" to-day, and the community is once more united, as far as the Harbour will allow it to be. Our number has been increased by the arrival of Mr. Wilton to take up his appointment as Assistant at the British Consulate. He has been a long time off duty on sick leave.

The Customs have taken over charge from Messrs. Bradley & Co. of the Shanghai Local Post agency and are working it very well. They are getting their hands in anticipation of the Union Postal system, which, I understand, is to be inaugurated early next year, when China enters the Postal Union.

## PROPOSED JUNCTION OF THE STRAITS TELEGRAPHIC SYSTEM WITH THAT OF BURMAH.

A WAY OF HOPE FOR AN INEXPENSIVE ALTERNATIVE ROUTE.

The Native States residents, in their recent conference, discussed the advisability of a junction of the telegraphic system of the Native States with that of Burma through the Malay-Siam territory. Such a junction, the *Straits Times* says, might have very important results. It would facilitate inter-state communication, and inter-state trade, particularly as the Native States lines are to be extended through Johore to Singapore. But such a junction would have more extensive results than these. Burma is connected with the Indian system, and there would thus be established an alternative telegraphic route to Europe, as far as most of the route is concerned. We should have a cheap land line as against an expensive cable route. The rates from India to Europe are comparatively cheap compared with the rates to Europe from the Straits, so that, in the event of such a junction taking place as that suggested, we might anticipate competition, and consequent reduction in rates. There should, we think, be little difficulty in taking the wire through, and in getting permission to take them through the semi-independent States north of Perak. It is a subject which should engage, and, no doubt, will engage the serious attention of the Resident-General and the Government of the Straits Settlements.

## INCREASED DUTIES IN MANILA.

A Tariff of new duties to be collected in the Philippines was published in the *Madrid Gaceta* of 23rd August and wired to Manila the same day. A landing tax of two per cent. is to be paid on all cargo discharged and a consumption tax is imposed on the following articles in addition to the duties already in force:—Brandy in wood, 20 cents per litre in bottle, 30 cents per litre. Beer, 20 cents per litre. Tinned provisions, 2 cents per kilogramme. Flour, 50 cents per 100 kilogrammes. Salt (at present free), 50 cents per 100 kilogrammes. Kerosene, 2 cents per 100 kilogrammes.

The export duties have been increased as follows, the unit of quantity being in each case 100 kilogrammes:—

	Now duty.	Old duty.
Hemp	0.75	0.50
Sugar	0.10	0.05
Copra	0.10	free
Manufactured Tobacco	3.10	free
Raw Tobacco from Ceylon, India and Java	3.00	1.50
Raw Tobacco from Siam	5.00	0.75
Raw Tobacco from other parts	1.50	0.50

A tax of four per cent, which it was intended to levy for difference of exchange has been abandoned.

On the announcement of the new duties the Manila Chamber of Commerce held a meeting and it was decided to send a telegram to the Minister for the Colonies asking for a delay of one month before bringing the new duties into force in order to avoid loss on contracts previously entered into. A telegram on the subject was also sent by the British Consul to the British Minister at Madrid.

On the 30th August the Governor-General received a telegram from the Minister for the Colonies stating that the duties must come into force immediately and instructed him to inform the Chamber of Commerce and the Council that he (the Minister) regretted that financial necessity compelled him to adhere to the date originally fixed.

## RACIAL RAPPROCHMENTS.

When publishing the full list of Hongkong subscriptions to the fund for the relief of distress caused by the tidal waves in the north of Japan, we called the attention of the Japanese to the fact that Chinese had subscribed handsomely, thereby showing that in spite of the war and the bitterness still avowed in Formosa and the adjacent provinces, the Chinese were ready to "let bygones be bygones," and extend ready and generous assistance to their former enemies in time of trouble. It is gratifying to note that the *Kobe Yushin Nippo* calls the attention of its readers to this significant and laudable indication of goodwill, and says—"They return kindness for kindness. Nothing can be more highly appreciated than this." And on their side, the Japanese are contributing as readily to the relief of Chinese and others rendered destitute by the unfortunate and unavoidable prolongation of hostilities in South Formosa. Thus we see that in the East, as in the West, adversity is the greatest leveler of all differences, when the two races so recently engaged in deadly hostility, and even now carrying on war to the knife in one region, can still sympathize with each other's individual misfortune, and prove how universally, even in the uttermost parts of the earth, "a fellow-feeling makes us wondrous kind," though the author of this saying had no knowledge of China or Japan and perhaps never dreamed of such a place as the Far East. In the same spirit the *Yushin Nippo* now notes that "A number of foreign residents of Kobe have been sending food or money to the sufferers who have been flooded out of houses and home and are encamped miserably in the open air since the flood of the 26th August. When even foreigners are found to act so kindly, it was not much more." This expression, *Yushin Nippo*, is worth notice. It indicates that the Japanese regard kindness as something strange in the foreigner, and we hope that this view of the Western character will soon disappear. We believe the idea of public subscription lists for relief of distress, as in the Osaka floods, the Gifu earthquake, the tidal wave, and other cases, is a Western idea; formerly in Japan the calls of charity were not responded to in this way—as indeed they hardly could be, for under feudalism there was not the same mechanism for appealing to the public, there was no press, and there was not the same sort of public community. But there are symptoms yet surviving of the old disposition to regard as barbarians all who are not Japanese—the disposition which is the crying evil of fossilized China. For instance, the Editor of the *Chugwa Eiji Shimbun*, writing of his recent visit to Kobe, expresses surprise at being contemporarily received by the Editors of foreign newspapers here. It would be surprising if it were not, but the Japanese have been shown; but the Japanese are not so much as to learn this. There are of course instances of all manner of evil conduct on the part of foreigners, but surely the Japanese have intelligence enough to see which is the rule and which is the exception. *Ex uno disce omnes* is a precept which ought not to be applied in such matters; it is applied still by many Japanese to foreigners as a whole, and by some foreigners to the Japanese collectively. It is a mistake on both sides. There is abundant ground for harmony between the two, and there is no reason why Japanese and foreigners should not be as good friends as are natives and aliens in any other country.

## AMERICAN ENTERPRISE IN CHINA.

COLONEL JEFFERDS INTERVIEWED.

CHINA'S FIRST TRUNK LINE.

Shanghai, September 22nd.

Among the passengers that arrived by the *Empress of Japan* on Saturday was Colonel M. R. Jeffords, C.E. The Colonel has returned to China in connection with one of the proposed railway undertakings and has brought with him a design of an elegant building that a rich American syndicate proposes to erect at Shanghai as a permanent exposition of American and Chinese products.

Col. Jeffords has established his headquarters at the Central Hotel, The Bund, where a reporter of the *Shanghai Daily Press* found him located in a large and commodious apartment and, as usual, up to his ears in work. Upon being asked the object of his presence in China at this time, Col. Jeffords said—"I have returned to China for the purpose of carrying out my agreement with the Chinese Government to take part in the construction and equipment of the Lu-Kee-chiao (Peking)—Hankow Railroad."

Asked how long he intended remaining with us, he said—"I have come here to stay. The prospects for a bright and progressive future for China are so great that it will attract enterprise, genius, and money from the great centres of the world, as the needle is attracted to the pole. The star of progress is setting in the Occident and, in the nature of things, it must rise in the Orient. Although on the steady side of 50, I cannot rest content to remain in my native land and see the light of her star of progress grow dim from new legislation, or from the selfishness and greed of those who have grown rich while it was in its ascendancy."

## AN UNPRECEDENTED OFFER.

The legislation of civilized nations—by that I mean those nations that have discarded as

barbarous, copper, silver, and such barbarous things as these used by other countries as money, and compel the use of a gold tip to an inverted cone of ever-expanding credit as the only basis for a medium of exchange—has offered to China and other Oriental countries the greatest boon that the world has ever known to become progressive and to build up factories and machine shops for supplying themselves, and railways and steamships to carry their surplus stock to foreign countries. Now, why should not China avail herself of this unprecedented boon?

What civilized countries call the demonization of silver China knows to be the appreciation, or advance in the price of gold. Chinese dollars and American dollars were worth the same twenty years ago to-day one American dollar is worth two Chinese dollars, although you can buy just as much domestic produce and manufactured goods to-day with a Chinese dollar as you could. What has caused this advance in the American dollar? Unwise legislation. Civilized countries think the Oriental idiots enough to give two hard earned, oriental silver dollars for one of their ill-gotten gold dollars. No. They won't do it. They will let the Jews have the gold dollar to pave the streets of the New Jerusalem with. The Chinese man going and see the light of her star of progress grow dim from new legislation, or from the selfishness and greed of those who have grown rich while it was in its ascendancy."

## PATRIOTISM AND THE MAIN CHAMBER.

I have known Englishmen who are prone

to pay two pence for each of their kindred Englishmen they could buy fresh Italian eggs for a penny! Frenchmen patriotic enough to print money for a small patriot in their own language) but some of them, when it comes to a question of money, are more patriotic than a Yankee, who would go to the other side of the Yanke to get a five-cent piece if he thought there was a better chance of getting it there than at home.

APPROACH.

China's star of progress is rising, and Li Hong-chang is coming over the course to light his way. It has been over a thousand years since its light has shone upon the Celestial Empire, and now it will come with a brilliancy and splendour that will wake the Orientals from their lethargy, and they will yet astonish the world. I want to be in it, and that is why I have come here to live. I have you excuse me for not being in the head of my movement because I have yet to examine details of the Chinese in power."

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## THE NIGHT-SOIL DIFFICULTY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Permit me to suggest that the attempt of the Sanitary Board to force on the inhabitants of this colony irresponsible legislation should be stopped. Everything was going on O.K. before the new regulations were issued, and had been going on all right for years.

I have a large family to support and many servants in the house, so the strike of night-soil carriers is causing us, like many others, very great inconvenience. Something must be done at once; but the question is—what ought to be done?

Yours etc,

Hongkong, September 23rd, 1896.

## THE ATROCITIES IN TURKEY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Directly after the Kuching massacre, some gentlemen in Hongkong kindly took the matter up and arranged for a public meeting.

Reuter has lately informed us that mass meetings have been held in England re those horrible Armenian massacres. Will those gentlemen kindly take the matter up, and see if Hongkong cannot contribute sympathy, and a protest against these brutal massacres.

Apologizing for troubling you, and humbly requesting the publication of this in your columns, and thanking you in anticipation I enclose my card.

Yours etc,

CHRISTIAN ENDEAVOURER.

Hongkong, September 23rd, 1896.

## QUEEN VICTORIA'S REIGN.

Never behind the times and characteristically well ahead of its British contemporaries our London namesake suddenly, about four months ago, dashed the following most interesting article upon the drowsy citizens of the great English metropolis, casting, as its perusal will here, no little pleasure and possibly some wonderment as well:—

On the 23rd day of September, Her Majesty the Queen—who may heaven long preserve!—will have reigned for a greater period than any other Sovereign in the long and glorious annals of our British Kings and Queens. The knowledge and admiration of this grand historical fact—with the just pride of which it is the cause and source—is in all men's hearts, throughout the length and breadth of the Empire, so that Lord Bryce, by his question upon the subject which he intends to put in Parliament, does not only touch the heart of the nation, but also the universal feeling of interest and curiosity. What Lord Bryce especially wishes to learn is whether it is the intention of the Government, in honour of so extremely and uniquely auspicious an occasion, to introduce a measure in the House of Commons to commemorate this approaching September 23rd general and national holiday. Nothing could be more natural or desirable than that such a day should be so set apart officially in the two-fold sense of the ancient word, both as a day of gladness and of popular rejoicing, and, also, as a day of solemnity and of solemn and grateful thought by the vast and visible blessing from above which have been granted to this Realm in the fortunate prolongation of the reign of Her Majesty Queen Victoria. If anything, indeed, could suggest and could justify to minds piously and loyally inclined an abiding sense of divine favour, shows very particularly for high and great ends to a separate people, it would surely be the retrospect which any educated memory must cast back along the marvellously extended vista of the Queen's reign. What a long and happy and securely and peacefully and tranquilly at home, with what all but unbroken diplomatic success and naval and military honour abroad have not those sixty years rolled by! Many an ancient throne has been meantime shaken; many a nation has had to pass the severe vicissitudes of change and revolution; while under the pulsant and virtuous sceptre of Her Majesty the Monarchical foundation of our crowned Republic have taken firmer root and settlement, more unshakably maintained, the well-growing fabric of popular liberties reared upon them. Sixty years have now well-nigh elapsed of completed or nearly completed sovereignty, which nobly ennobles within them, as a massive volume comprehends its many brilliant chapters, the wonderful chronicles of all those advances in science, mechanics, human intercourse, geographical discovery, social, political, and commercial progress, which we briefly style, and in some quarters too lightly estimate as the "Victorian Era."

All this, and a thousandfold more, can be ever distinctly linked at in such happy summary, is commemorated in the simple announcement that September 23rd will see the thirtieth longest term of Royalty in the English annals touched, transcended, and passed by the most auspicious reign of Queen Victoria. When that day arrives Her Majesty, having already exceeded the notable records of the Edwards and the Henries, will have gone beyond the hitherto unequalled span of her Royal grandfather—King George III.—ways, and will have most gloriously, loftily, and benignly ruled her loving and devoted people and ever-extending Imperial dominions for a period of three score years of faithful and fearless Queen-ship.

The Day—this 23rd of September—is not, however, so much an epoch in itself as the forerunner, its beacon-spark, as it were, of a completed epoch. At the date mentioned Her Majesty does, but pass chronologically in advance of all the royal records of the Kings and Queens of this realm. The 23rd day of June, 1837, will be the "golden milestone" of the Imperial story—the monumental moment of our annals at which, indeed, it would be natural and proper that the whole Empire should hold joyous jubilee, and make a universal celebration worthy of a consummated chronicle, matchless in the tale of Time. It is the prayer and hope of the Empire that Her Majesty the Queen may be spared to see completed the great sixtieth year of her rule, and many happy years thereafter; it rejoices her faithful lieges to know that, although the weight of age and Imperial duties has so far failed to tell upon her than upon other women, her general health remains completely good, and she is able to bear a visible and active part in State ceremonies, as she always steadily discharges State business.

For next year, therefore, if all goes well, preparations ought to be commenced early and heartily for national rejoicings of an adequate and most memorable kind. The whole world ought to see and admire how the British race can show its gratitude to Heaven and its fast attachment to those institutions which have grown with its growth, taken shape by its aspirations and advances, and are to-day the secret of its strength and its influence. Nevertheless, the 23rd of September, being the latest mark and crossing-line of so remarkable a period, deserves to have its own significance of commemoration, and we say again that heartily loyal everywhere will do well and dutifully to set its wits to work to hit upon appropriate and successful and general methods of taking care that Queen's Day this year "shall never be forgot."

## SIXTY YEARS OF PROGRESS.

HOW THE EMPIRE HAS GROWN.

Population and area have immensely extended. "There are seventy-five people living in these islands now for every fifty who were alive when the Queen came to the throne." We have added 275,000 square miles—a territory larger than Austria—in India; 80,000 square miles—a space as vast as Great Britain—in the East of Asia; 200,000 square miles—a region as large as Germany—in South Africa; and in East Africa, 1,000,000 square miles—about half the extent of European Russia. Our possessions in North America and in Australasia cover one-third of the earth's land. "Canada has been politically reorganised, and translated from rebellion to distinguished loyalty. Constitutional self-government has been given to Australasia, which may count on an expansion in the next century similar to that of the United States in this. The British Empire now embraces an area of 8,500,000 square miles, or, if the subordinate Indian States and the possessions of the African Companies be included, of 10,000,000 square miles. It contains a population of some 350,000,000 people. Nearly one person out of every four on the earth owes allegiance, directly or indirectly, to the Queen. . . . Its area is larger than that of Russia. It is very doubtful whether China, populous as she is, supports so many people as the British Empire."

## THE REIGN OF STEAM AND ELECTRICITY.

"When the Queen was born it was literally true that man could not travel faster than the Pharoahs." The first of the great trunk lines—that between London and Birmingham—was not opened till 1825. A third-class railway ride in 1841 from London to Exeter took sixteen hours and a half. In 1849 there were only 18,000 passengers. There are now 90,000,000, and, out of nine of whom are third-class. The mileage of railways is now 25,000, and their capital has sprung from £35,000,000 to £1,000,000,000. At the Queen's accession steam navigation of the Red Sea and of the Atlantic was "proved" to be impossible. In 1838 the *Sirius*, the *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

## SIXTY YEARS OF PROGRESS.

HOW THE EMPIRE HAS GROWN.

Population and area have immensely extended. "There are seventy-five people living in these islands now for every fifty who were alive when the Queen came to the throne." We have added 275,000 square miles—a territory larger than Austria—in India; 80,000 square miles—a space as vast as Great Britain—in the East of Asia; 200,000 square miles—a region as large as Germany—in South Africa; and in East Africa, 1,000,000 square miles—about half the extent of European Russia. Our possessions in North America and in Australasia cover one-third of the earth's land. "Canada has been politically reorganised, and translated from rebellion to distinguished loyalty. Constitutional self-government has been given to Australasia, which may count on an expansion in the next century similar to that of the United States in this. The British Empire now embraces an area of 8,500,000 square miles, or, if the subordinate Indian States and the possessions of the African Companies be included, of 10,000,000 square miles. It contains a population of some 350,000,000 people. Nearly one person out of every four on the earth owes allegiance, directly or indirectly, to the Queen. . . . Its area is larger than that of Russia. It is very doubtful whether China, populous as she is, supports so many people as the British Empire."

## THE REIGN OF STEAM AND ELECTRICITY.

"When the Queen was born it was literally true that man could not travel faster than the Pharoahs." The first of the great trunk lines—that between London and Birmingham—was not opened till 1825. A third-class railway ride in 1841 from London to Exeter took sixteen hours and a half. In 1849 there were only 18,000 passengers. There are now 90,000,000, and, out of nine of whom are third-class. The mileage of railways is now 25,000, and their capital has sprung from £35,000,000 to £1,000,000,000. At the Queen's accession steam navigation of the Red Sea and of the Atlantic was "proved" to be impossible. In 1838 the *Sirius*, the *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

On the 23rd day of September, 1840, the *Great Western* crossed the Atlantic. The *Sirius*, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The *Campania*, of 12,000 tons and 30



## Intimations.

## KOPS ARE STILL RUNNING

14 Gold Medals Awarded in 1894 &amp; 1895.



BRIGHT PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

SOLE AGENTS:-

WATKINS &amp; CO., HONGKONG.

## SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, etc.  
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLSSETTING UP OF  
Liquors Factories - Preserves Factories  
Laboratories of Druggists - Essences FactoriesSTEAM KITCHENS  
BOROT & GRANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL &amp; Co., Hong Kong.

## TO PREVENT CONSUMPTION.

Only one way is known. Increase vitality by making the system assimilate the right nourishment. This enriches the blood, assists in making healthy flesh, restores body-heat and vigorous action of the vital organs, and prevents the germs from taking root in the lungs.

## Scott's Emulsion

Is the most successful means for building up a weakened system. It is easily assimilated, and often cures advanced stages of this dreadful disease. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hong Kong and the Empire of China: WATKINS &amp; Co., Hong Kong.

## WANTED.

**A N AUSTRALIAN GROOM** who thoroughly understands and can manage HORSES.  
Apply to **X. V. A.**  
c/o Hong Kong Telegraph Office.  
Hong Kong, 22nd September, 1896. [142]

## WANTED.

**A YOUNG LADY** and a **LAD** of the middle class (Sister and Brother preferred) for easy and pleasant occupation in Hong Kong on good pay.  
Must be smart and active. May be of any nationality, Chinese and Japanese excepted.  
Apply in first instance by letter to  
**R.**  
c/o Hong Kong Telegraph Office.  
Hong Kong, 21st September, 1896. [1473]

## MITSUI BUSSAN KAISHA.

No. 8, Queen's Road Central.

Head Office:—TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents:—

Mitsui Coal Mines.  
Osaka Coal Mines.  
Tokyo Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Imperial Government Paper Mills, Japan.  
Cotton Cleaning and Wkg. Co., Shanghai.  
Onoda Cement Company, Japan.  
Kansai Cotton Spinning Mill, Japan.  
Tokyo Cotton Spinning Mill, Japan.  
Hayashi Clock Factory.  
Hong Kong, 6th July, 1896. [14]

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.  
THE Company's Steamship

"CHANGSHA,"  
Captain Williams, will be despatched as above on WEDNESDAY, the 30th instant.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hong Kong, 22nd September, 1896. [1478]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship

"NESTOR,"  
Captain Asquith, will be despatched as above on SATURDAY, the 3rd October.  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hong Kong, 18th September, 1896. [1459]

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS (Subject to Alterations).

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. Cassius ..... To JAVA ..... [October]

S.S. Federation ..... To JAVA ..... [Nov.]

S.S. Germania ..... To JAVA ..... [Dec.]

S.S. Federation ..... To JAPAN ..... [October]

S.S. Germania ..... To JAPAN ..... [Nov.]

S.S. Cassius ..... To JAPAN ..... [Dec.]

General Agents for China, Japan, LAUTS, WEGENER &amp; Co.

Hong Kong, 22nd September, 1896. [1447]

## Shipping.

## STEAMERS.

NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"HIROSHIMA MARU,"  
Captain C. A. Andersen, will be despatched for the above Ports TO-MORROW, the 24th instant, at Noon, instead of as previously advertised.  
For Freight or Passage, apply to  
**NIPPON YUSEN KAISHA,**  
Hong Kong, 23rd September, 1896. [1466]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI

THE Company's Steamship

"PRINZ HEINRICH,"  
Captain Coppers, due here with the outward German Mail about the 22nd instant, will leave for the above place about THURSDAY, the 24th instant.  
For further Particulars, apply to  
**MELCHERS & Co.,**  
Agents.  
Hong Kong, 18th September, 1896. [1447]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship

"GUTHRIE,"  
Captain St. John George, will be despatched for the above Ports on FRIDAY, the 25th instant, at 10 a.m.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures a plentiful supply of Fresh Provisions, Ice, &c., throughout the voyage.  
The Steamer is installed throughout with the Electric-light.  
A Stewardess and a duly qualified Surgeon are carried.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
Agents.  
Hong Kong, 22nd September, 1896. [1476]

NIPPON YUSEN KAISHA.

FOR SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship

"TOSA MARU,"  
Captain J. B. Macmillan, will be despatched for the above Ports on FRIDAY, the 25th instant, at Noon, instead of as previously advertised.  
For Freight or Passage, apply to  
**NIPPON YUSEN KAISHA,**  
Hong Kong, 21st September, 1896. [1421]

"SHIRE" LINE OF STEAMERS.

FOR BRISBANE, SYDNEY AND MELBOURNE.

(Taking through Cargo to QUEENSLAND Ports, ADELAIDE and NEW ZEALAND.)  
THE Steamship

"MERIONETHSHIRE,"  
Captain Davies, will be despatched for the above Ports on FRIDAY, the 25th instant, at Noon, instead of as previously advertised.  
For Freight or Passage, apply to  
**DODWELL, CARLILL & Co.,**  
Agents.  
Hong Kong, 22nd September, 1896. [1458]

"MOGUL" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

(Calling at NAGASAKI if sufficient inducement offered.)  
THE Steamship

"AFRIDI,"  
Captain Golding, R.N.R., will be despatched for the above Ports on FRIDAY, the 25th instant, at Noon, instead of as previously advertised.  
For Freight or Passage, apply to  
**DODWELL, CARLILL & Co.,**  
Agents.  
Hong Kong, 22nd September, 1896. [1456]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"  
Captain Robson, will be despatched for the above Ports on FRIDAY, the 25th instant, at Noon.  
For Freight or Passage, apply to  
**DOUGLAS LAFRAIX & Co.,**  
General Managers.  
Hong Kong, 22nd September, 1896. [1475]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"RADLEY,"  
Captain Tallock, will be despatched as above for the above Ports on FRIDAY, the 25th instant.  
For Freight or Passage, apply to  
**DODWELL, CARLILL & Co.,**  
Agents.  
Hong Kong, 17th September, 1896. [1455]

SAILING VESSELS.

FOR NEW YORK.

THE S/S A. L. American Ship

"CHARLES E. MOODY,"  
Captain Leonard, is loading here for the above Port, and will have quick despatch.  
For Freight, apply to  
**ARNOLD, KARRBERG & Co.,**  
Agents.  
Hong Kong, 5th August, 1895. [1076]

FOR NEW YORK.

THE S/S A. L. American Ship

"SAINT MARK,"  
Captain Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
**CARLOWITZ & Co.,**  
Agents.  
Hong Kong, 28th August, 1895. [1357]

FOR SAN FRANCISCO.

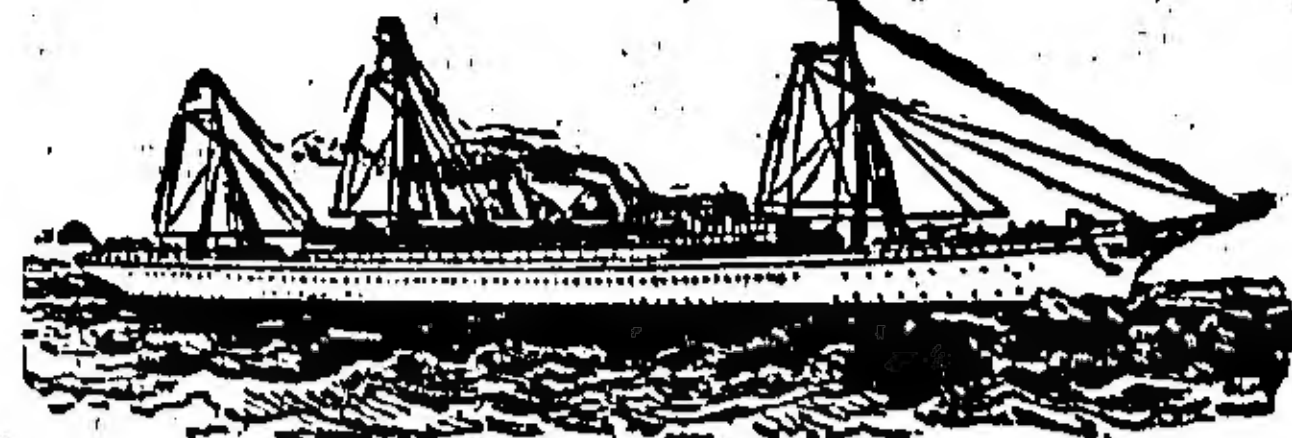
THE A. L. British Bark

"CASABLANCA,"  
Captain Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
**BEVAN, TOMES & Co.,**  
Agents.  
Hong Kong, 4th September, 1896. [1495]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 30th September.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.  
EMPRESS OF INDIA...Comdr. O. P. Mariball, R.N.R....WEDNESDAY, 25th November.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, specially made the voyage YOKOHAMA TO VANCOUVER (B.C.) in 15 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hong Kong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hong Kong via Brisbane and Torres Straits; Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
**D. E. BROWN, General Agent,  
Paddis Street.**  
Hong Kong, 7th September, 1896. [3]

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) ..... Thursday, 8th Oct., at Noon.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Tuesday, 27th Oct., at Noon.

Albatross (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Thursday, 12th Nov., at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on THURSDAY, the 8th October, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hong Kong, 14th September 1896. [5]

F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAUPE'S GENUINE

COMPOSITION RED HAND BRAND.

HARTMAN'S GREY PAINT.

DAMLER'S PATENT MOTOR LAUNCHES.

P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hong Kong, 14th May, 1896. [46]

## Mails.

## STEAM FOR

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERAM, CULU, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"KAISAR-I-HIND,"  
Captain C. L. David, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 24th September, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Carlisle, leaving that Port on the 17th October for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to  
**H. A. RITCHIE,**  
Superintendent.  
Hong Kong, 23rd September, 1896. [413]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES OF THE UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Canadian Mountains. The YELLOWSTONE NATIONAL PARK. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.  
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria ..... 3.10 PM | Thursday | Oct. 1.

Olympia ..... 2.50 PM | Friday | Oct. 2.

Columbia ..... 2.50 PM | Tuesday | Oct. 27.

Tacoma ..... 2.50 PM | Tuesday | Nov. 17.

Victoria ..... 3.10 PM | Tuesday | Dec. 8.

Olympia ..... 2.50 PM | Tuesday | Dec. 29.

THE Steamship

"VICTORIA,"  
Captain A. Love, sailing at Noon, on THURSDAY, the 1st October, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and same copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to  
**DODWELL, CARLILL & Co.,**  
General Agents.  
Hong Kong, 14th September, 1896. [4]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prins Heinrich ..... Tuesday | 13th Oct.

Prinsess ..... Tuesday | 10th Nov.

Sachsen ..... Tuesday | 8th Dec.

Boyer ..... Tuesday | 5th Jan.

Prins Heinrich ..... Tuesday | 2nd Feb.

Prinsess ..... Tuesday | 2nd March.

ON TUESDAY, the 15th day of October, 1896, at 4 A.M., the Company's Steamship "PRINZ HEINRICH," Captain Coppers, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 20th Oct. Cargo and Specie will be received on board until 5 P.M. on MONDAY, the 22nd Oct., and Passengers will be received at the Agency's Office until Noon on MONDAY, the 22nd Oct. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to  
**MELCHERS & Co.,**  
Agents.  
Hong Kong, 18th September, 1896. [1447]

Printed and Published by CHESNEY DIVICAN at No. 6, Paddis Hill, in the City of Victoria, Hong Kong.